CUT RATES TO THE COAST

The Santa Fe, for Reasons Best Known to Itself, May Inaugurate a War.

Proposed Change in the Division Points of the Pennsylvania Main Line West of Pittsburg -The New L., L. & C. Railroad.

The chief theme of conversation among passenger men is the announcement of the Atchison, Topeka & Santa Fe making so decided a cut in passenger rates from Mississipi and Missouri-river points to the Pacific coast, the effects of which will extend to the Eastern sea-board. A number of passenger men were in the city yesterday, and almost without exception they said if the Santa Fe carried out its programme as announced it meant low rates to the Pacitic coast. The notice issued by the Santa Fe is very positive in its tone, reading as follows: "Inasmuch as excessive, unusual and extraordinary reductions have been made in this business under the pretense of commissions amounting to \$20.70 per ticket from Chicago and common points, and correspondingly from Mississippi-river points and from Missouri-river points to the Pacific coast, thus reducing regularly-estab-lished rates nearly 50 per cent., application was made by the Atchison, Topeka & Santa Fe Railroad Company and its proprietary lines for permission to establish a rate which would give passengers the benefit of such excessive reductions, which relief was denied, and on appeal to the commissioners was also denied by reason of the inability of the commissioners to agree; after a full hearing notice is hereby given to the advisory board and to all members of the Western Traffic Association that, pursuant to the provisions of Section 3, Article 8, of the by-laws of the Western Traffic Association, adopted by the advisory board, the Atchison, Topeka & Santa Fe Railroad Company will establish a rate on secondclass passenger business to the Pacific coast, as follows: From Chicago and common points, \$24.30 per passenger; from Mississippi-river points, \$20.81 per passenger; from Missouri-river points, \$14.80 per passenger, which rates will take effect on the 15th day of June, 1892."

Prospective Division Changes.

The management of the Pennsylvania Companyon Tuesday received a committee from Mansfield, O., urging that Mansfield be made a division point instead of Crestline, of the Pittsburg, Fort Wayne & Chicago road, and their proposition was received with a good deal of favor by the company. An official of the Pennsylvania company, in conversation with a reporter of the Pittsburg Post, said: "If it is decided to be made, one thing will be insisted on, and that is that the trainmen and other employes who have purchased homes at Crestline shall not losers through the depreciation property consequent upon the removal of the shops, etc. Mansfield must make that good. One result that will follow the change, and that is being already discussed, is the creation of a third or middle division on the road between Pittsburg and Chicago, and this will be particularly interesting news to trainmen. The run from Allegheny to Crestline is now 189 miles, and it would be shortened fourteen miles if Mansfield be made a division terminus. Of course that would increase the already long run on the western division, so that a middle division would be come almost a necessity."

Scared by the Alton.

The proposition of the Jacksonville Southeastern line to reduce the rate from St. Louis to Chicago to \$4 was the subject of an exceedingly animated discussion at the special meeting of the Western Passenger Association yesterday. The threat of the Chicago & Altonto make a sweeping reduction of rates between all its terminal points in case the rate was reduced from St. Louis to Chicago had evidently had its effect, since all the roads except the Atchison argued against the proposed reduction. It was finally decided to take no action. but to further consider the question at a special meeting to be held Monday next. The Eastern roads between Chicago and the Atlantic sea-board now seem to be united in their fight on the Grand Trunk because of its action in abolishing switching charges in Chicago and allowing Western roads a division of the through rate on traffic to and from points on their lines in the city limits. The resolution adopted a few days ago by the lines in the territory of the Central Traffic Association, except the Chicago & Grand Trunk, cauceling all divisions with the Western roads on such traffic, has received the approval of the Trunk-line Association, which, at a meeting on March 15, adopted a similar resolu-

Controls the Coal Output, The special committee to investigate the coal deal at Albany, N. Y., yesterday made Its preliminary report to the Senate. The report says that from testimony taken it so far appears that agreements have been made whereby the Central Railroad of New Jersey has been or 999 years to the Port Reading Railroad Company and the Lehigh Valley road for a similar term to the Philadelphia & Reading. It also says that the Philadelphia & Reading and the Port Reading, the lessors of the lines referred to, through the instrumentality of other companies. namely, the Reading Construction Company and the Reading Coal and Iron Company, are identified in interest, and that the combination thus made through the various companies, who are, in fact, the lessors of the property referred to, will control about 55 per cent. of the carrying trade in coal, and, with the Delaware, Lakawanna & Western, more than 75 per cent. The roads heretofore named, with the Erie, the Delaware & Hudson Canal . Company and the Pennsylvania Company, control the whole of the anthracite coal output from the Pennsylvania coal fields.

The New L., L. & C. Railroad.

Russiaville is considerably elated over the flattering prospects of securing the proposed Indianapolis, Logansport & Chicago railroad. Mr. W. A. Osmer, the engineer, and a corps of surveyors arrived there yesterday and commenced to survey the new route, and every indication points to the road being located through Young America, Russiaville, Kempton and Sheridan. The route first surveyed crossed the Cloverleaf road at Forest, a village five miles west of that place, but the new route, upon investigation, proved to be much more available, and the change was made,

Wednesday evening, at Sheridan, a meeting of citizens was held for the purpose of ascertaining the prospect for seening the proposed Indianapolis, Logansport & Chicago railroad. The meeting was quite enthusiastic and displayed the usual vim and determination which has characterized the movements of Sheridan people during the last six years.

B. & O. Officials on the P. & W.

Another step was taken yesterday in the acquisition of the Pittsburg & Western railroad by the B. & O., by the appointment of the general ticket, passenger and traffic officers of the B. & O. to similar positions on the Pittsburg & Western road. President Oliver, of the latter company, announced the appointments, which were approved by President Mayer, of the B. & O. Mr. J. T. Chell becomes general manager of the littsburg & Western as well as of the B. & O. Frank Harriott becomes general freight tariff manager, and Mr. Charles O. Scull general passenger agent of both systems. Their beadquarters will remain in Baltimore. Mr. J. V. Patton was appointed general apperintendent of the Pittsburg & Western, with headquarters at Allegheny City.

Personal, Local and General Notes. A. Lee has been appointed traveling freight agent for the Red line, which operates over the Wabash road.

Assistant General Manager Dickenson, of the Union Pacific, yesterday removed his headquarters from Chicago to Omaha. All shipments of grain over the Pennsylvania lines are now billed direct to Phila-

An official of the road says it is on account of there being several vessels there to load with export freights.

W. S. Benson has been appointed com-mercial agent of the Illinois Central road for the Northwest, with headquarters at

John Donlin has been appointed travel-ing passenger agent of the Grand Trunk road of Canada for the States of Michigan, Indiana and Ohio. S. S. Robinson has been appointed agent of the Chicago & Erie at Bolivar, Ind., T.

Dubuque, Ia.

F. Spellman at North Judson and B. G. Hoover at Hammond, Ind. James Pond, general passenger agent of the Wisconsin Central, and B. N. Austin, assistant general passenger agent of the Northern Pacific, are in the city.

It is announced that the Delaware & Hudson Canal Company has obtained full control of the Adirondack Railroad Company. A new first mortgage has been placed on the Adirodack road.

Thomas Noonan, general manager of the Central States Dispatch, will go East in a day or two for the purpose, if possible, of inducing the roads on the line to put on two thousand more cars. Negotiations have been resumed through

which the Baltimore & Ohio expects to se-cure control of the Bellaire. Zanesville & Cincinnati road, which parallels the B. & O. between Bellaire and Zanesville, O. It is stated that the Atchison, Topeka & Santa Fe will appoint a traveling passenger agent for this territory, with headquarters at Indianapolis. Since J. T. Hendry was

transferred to other territory the Santa Fe's business hereabouts has fallen off largely. The Vandalia has commenced grading for its new yard on South Pennsylvania street, near the Union tracks. Locating

side-tracks on this ground on which to place cars for loading and unloading will be a great convenience to Indianapolis bus-The people who have been riding in the shabby Pullman cars run between Indian-

apolis and Evansville nightly over the Vandalia and the Evansville & Terre Haute road will be pleased to know that next week Pullman cars of modern style are to be substituted. E. O. McCormick, general passenger agent of the Cincinnati, Hamilton & Day-

ton, and James Barker, general passenger agent of the L., N. A. & C., who ten days ago went South on a business trip, write that they will probably not return until the first of next month.

W. H. Vanderbilt owns a long strip of ground in Porter county, so located that the Wabash, in building its new Detroit and Chicago line, passes nearly through the center of it, and matters have reached such a point that the Wabash must build around it or engage in expensive litigation. T. J. Helm, superintendent of the Santa Fe Southern road, who has been North for several days, will return to-day. This road, as now operated, is forty miles in length, and forty-seven miles additional are under contract. Eventually, the road will ex-tend from Espinola, New Mexico, to El

A belief prevailed that with the death of John Lee the American Midland, now called the Findiay. Fort Wayne & Western road, would go into oblivion, but it has again come to the surface. C. G. Patterson, president of the company, has put a corps of surveyors at work running lines into and out of Fort Wayne.

Business men are of the opinion that the L., N. A. & C. is making a great mistake in not running a morning train out of Indianapolis. It is an excellent thing for the Big Four, as nine-tenths of the traveling men and persons who want to go into the northern part of the State go by way of Colfax, even if going only to Frankfort.

The transportation committee of the Boston Chamber of Commerce has reported a recommendation that the chamber enter suit in the United States court praying that the Lake Shore road be enjoined from maintaining its present east-bound freight tariff on the ground that it unlawfully discriminates against Boston in favor of

rival cities. General Superintendent Voorhees, of the New York Central road, has given orders that hereafter when a train stops between stations the trainman carrying the flag shall go back one mile instead of half a mile, as heretofore, to signal a following train, and if the train is near a station the agent must also set the danger signals at the station.

An Eastern paper revives the report that John Newell is anxious to retire from the presidency of the Lake Shore and the Pittsburg & Lake Erie roads, but the Vanderbilts are urging him to continue in the poeitions until after the world's fair is over. his salary on the several road, with which he holds official positions amounts now to \$62,000 a year.

A party of officials of the Chicago, Burlington & Quincy road were in Philadelphia Wednesday, inspecting the terminals of the Pennsylvania road at that/point, which is one of a half dozen points they will visit to note what there is new in the way of terminals which the "Q" can use to advantage in its extensive contemplated improvements.

The Lake Shore is gradually getting round into line with the roads which are operated on the more modern methods. It is now substituting the air signal for the ancient bell cord, and the bull's eye tail light, which for thurty-five years has been set on the rear platform, has been replaced by signal lanterns on the sides of the last coach on the train.

On April 1 Mr. L. F. Davy, freight traffic manager of the Cotton-belt line, will be appointed traffic manager of the Newport News & Mississippi Valley succeeding Mr. E. W. Howe. To fill the vacancy on the Cotton-belt A. S. Dodge, traffic manager of the Missonri, Kansas & Texas road, has been selected. It is not known who will succeed Mr. Dodge.

The long-pending Baltimore & Ohio railroad theatrical rate case came up for argument yesterday in the United States Supreme Court. This case involves the legality of what are called party rate tickets. issued at reduced rates to parties of ten or more by the B. & O. railroad. The tickets were issued for the special benefit of theatrical and other shows.

A strong pressure is being brought to bear on the passenger department of the Atchison, Topeka & Santa Fe road, with a view of having it withdraw its proposed reduction in second-class rates to California points. If the general passenger agents cannot effect something in this direction the matter will be brought before the president by the presidents of the roads which would suffer by such a reduction going into

Through the efforts of the Western Traffic ssociation the Chicago, Burlington & Quincy abandoned its plan of sending grain via Beardstown, then ever the Onio moralize rates, and it has just come to light that this resulted in the "Q." transferring its distributing point to Chapin, Ill., where the "Q." St. Louis branch forms a junction with the Wabash, and now the Wabash is getting the heavy shipments of grain from Nebrasko, lowa, and Kansas eastward.

Judging from the tenor of the remarks of Pennsylvania railway officials that company is auxious to have the Big Four shorten its running time between Cincinnati and Chicago, the Pennsylvania Company having become tired of the commontime pooling of the roads which do basi-ness between Cincinnati and Chicago, Louisville and Chicago, and Indianapolis and Chicago. The bars once let down, says a Pennsylvania official, some fast time may be looked for between the points named

When the spring schedule is made, trains will be run from New Castle to Cincinnati on the Whitewater in three hours, making all the stops; distance, ninety-four miles. The entire road is in good condition, and although a little crooked, good time can be made. The Whitewater division has been operated for the last two years on 49 per cent. of its gross earnings. This is a good showing, considering the many betterments and improvements that have been made during this time. This division, under the economical management of Superintendent

Sutton, is making a good showing. There is good authority for stating that F. Cassnave, superintendent of motive power of the Pittsburg. Fort Wayne & Chicago read, who was asked on Saturday last by President McLeod, of the Philadelphia & Reading road, to visit Philadelphia, has been offered and accepted the position of superintendent of motive power of the P. & R. lines, with headquarters at Philadelphia, at a salary of \$10,000 a year. Mr. Cassnave has been with the Pennsylvania Company for years. It is understood that H. Potter, master mechanic of the P., Ft. W. & C. shops at Fort Wayne, will succeed Mr. Cassnave as superintendent of

motive power. heve that some shading of rates is going on. | Four, will spend a couple of days in this | association, were adopted.

city next week making plans for beginning at once the contemplated improvements in yards and freight depots of the Big Four. The new depot, which is to stand on the ground once occupied by the Cobb & Bran-ham coal yard, the old Big Four freight depot and a South-street lumber yard will be built first. With the tearing down of the old Big Four depot the last of the early buildings of this character, except the Vandalia, will be gone, the J., M. & I. and the old Union Depot being of the number which have disappeared. The Vandalia will soon go, as the ground where it stands is wanted by the Union Railway Company. The Vandalia will probably rebuild north of the Union tracks.

PRACTICE MEDICINE

Students of the Esculapian Science Turned Loose Upon the Cold World.

Commencement Exercises of the Central College of Physicians and Surgeons -Dr. Smythe's Address.

Commencement exercises of the Central College of Physicians and Surgeons, held at the Grand Opera-house last evening, attracted a large audience of the friends of the college and the professors and members of the faculty. The programme for the occasion was largely enlivened with music and was varied and entertaining, it being no longer the custom at these commencements to consume time in the reading of long and dull papers or in dry and stilted addresses to the graduates seasoned with admonitions as to how they shall conduct themselves during the next half

The committee on arrangements consisted of Drs. J. A. Sutcliffe, S. E. Earp and W. V. Morgan, and the smoothness with which everything fell into proper place showed that they had well attended to their duties. The members of the faculty and the graduates were seated upon the stage as the curtain rose. The faculty consists of Drs. John Moffett, Joseph Eastman, J. A. Sutcliffe, Samuel E. Earp, Joseph O. Stillson, W. H. Thomas, Allison Maxwell, M. V. Morgan, E. J. Brennan, F. Long, Green V. Woolen, Frank C. Fergu-son and J. F. Barnhill. Drs. William B. Fletcher and John A. Comingore, of the faculty, were unable to be present, though on the programme, having been called out of the city. There were also present Drs. S. E. Crose, E. D. Moffett, John B. Long and John A. Lambert.

Governor Chase was present and opened the proceedings with an invocation. This was followed by music by Miller's orchestra, after which Miss May Johnson sung DeKoven's "Little Doris" with excellent expression. The Florentine trio, W. C. l'uttle, mandolin; A. Babcock, guitar, and Clay N. Tuttle, whistler, gave a musical selection which was wildly applauded, chiefly as it appeared on account of the bird-like whistling in the performance. Following this came Bischoff's "Echo Song" sung by Miss Lillie Adam, a little girl in short dresses. She was received with much applause.

Dr. G. C. Smythe, president of the board of trustees, spoke on the evolution of med ical teaching in the United States. He began with saying that the term doctor of medicine was valuable in proportion to the time, expense and other difficulties through which it had been obtained. He said that in no other country was the degree conferred so loosely; that in Europe it was only conferred by a university. Dr. Smythe, rethis country, spoke of the founding of the Pennsylvania Hospital in Philadelphia in 1761 as the beginning. In order to aid this worthy object three physicians offered their services gratuitously, an exam-ple of philanthropy that has been followed by the profession in this land up to the present day. The library consisted at first of a single volume, which was soon after increased by a gift of forty-three volumes. The Philadelphia College began in 1761. Dr. Wm. Shipman began lecturing on anatomy in 1762, and tickets to the lectures sold at five pistoles each. There were twelve students in the first course. May 8, 1765, Dr. John Morgan was the first regularly elected teacher of medicine in the colonies, and two professors constituted the faculty. No degrees were conferred until the close of three terms of lectures, and then the degree was not doctor of medicine, but bachelor of medicine. The degree of bachelor was con-ferred upon the presentation of a thesis written in Latin, and which had to be defended in the same language.
The conferring of the degree of M.
D. was deterred for three years, when the applicant was required to furnish another thesis in Latin and defend it in that tongue. The first commencement took place in 1768, at this Philadelphia college, and the degree of Bachelor of Medicine was conferred upon four candidates, the first medical degrees ever given in America. In 1770, medical instruction having been attached to King's College, New York, that institution conferred the degree of M. D., which was not conferred in Philadelphia until 1771. Both schools suspended during the revolutionary war. After that war medical colleges began to grow rapidly. In 1792 one was opened by Columbia College; in 1801, the University of New York; Harvard opened one before we achieved independence; Dartmonth in Yale in 1815; Vermont Academ; 1818; Brown University in 1821; Ohio Medical College in 1818; Transylvania, at Lexington, Ky., in 1819. They have greatly multiplied in more recent years, so that many of the cross-roads places have had them. Logansport had one before Chicago. Evansville and Fort Wayne have them, and Indianapolis, counting all, has had at least a dozen. Medical diplomas increased until they became the laughing-stock of the world. The rivalry began be-tween the colleges of Philadelphia and New York. The bachelor de-gree was dropped by New York and then by Philadelphia. The coarse was shortened to two years, and after a time the lecture term was reduced to sixteen weeks. In many cases the degrees were conferred without attendance at all upon the lectures upon the word of some medical practitioner. Like looseness has prevailed in Indiana. Finally a cry arose all over the country demanding a reform in medical teaching, and it was in obedience to this that the Central College of Physicians and Surgeons was organized. The Doctor said that the classes had been smaller than in those institutions which required less care, but the results obtained in the quality of the graduates was most

satisfactory. The graduates then came forward to receive their diplomas. They were Leonard Ball and Thomas E. Courtney, of this city; Charles O. Durham, of Clayton, Ind., and Claude B. Van Horn, of Pecos City, Tex. Each of the graduates was remembered by his friends. Mr. Courtney has until recently been a clerk in C. Vonnegut's hardware house. His fellow-clerks remembered him with a floral tribute, in the form of a

Miss Maggie Anderson gave Liszt's second rhapsodie upon the piano; Prof. T. J. Mc-Avoy recited "A New Cure for Rheumatism;" Miss May Johnson and John L. Geiger gave a vocal duet, and Lorenz Kehr a polka cornet solo. Prizes were presented as rewards for competition in various lines of study. T. E. Courtney received the Brennan prize, a case of obstetrical instruments; B. J. Terreil, the Long prize, a case of surgical instruments; C. O. Durham and B. J. Terrell, the Vernon orize, volumes on diseases of children; T. E.

key bearing the word "Success."

Alumni Association. The Alumni Association of Central College Physicians and Surgeons met yesterday morning and elected the following offi-

Courtney, the faculty prize, a gold medal,

and C. O. Durham, the Fletcher prize,

\$25 in gold. Miller's orchestra played the

andience out with Meacham's "American

cers for the ensuing year: President-H. Gable, M. D., Centerville, Ind. First Vice-president-J. B. Long, M. D., Indi-Second Vice-president-Frank White, M. D., Third Vice-president-C. F. Taylor, M. D., Philadelphia, Pa. Fourth Vice-president-Herbert T. Penny, Saud Coulee, Mont.

Chief Engineer Kittredge, of the Big Watt M. Harvey, a former member of the

Secretary-J. A. Lambert, M. D., Indianapolis.

Treasurer-E. D. Moifett, Indianapolis, Necrologist-J. A. Lambert, M. D., Indianap-



## Lydia E. Pinkham's Vegetable Compound

Acts in perfect harmony with the laws that govern the female system under all circumstances. Its success in quickly and permanently curing all forms of

Female Complaints.

is unparalleled in the history of medicine. Is almost infallible. Use it with confidence in cases of Leucorrhæa, Bearing-down Feeling, Weak Back, Falling and Displacement of the Womb, Inflammation, Ovarian Troubles, and all Organic Diseases of the Uterus or Womb. It is invaluable to the Change of Life.

Dissolves and expels Tumors from the Uterus at an early stage, and checks any tendency to Cancerous Humor.

Subdues Faintness, Excitability, Nervous Prostration, Exhaustion, Kidney Complaints, and tones the Stomach.

All Druggists sell it, or sent by mail, in form of Pills or Losenges, on receipt of \$1.00. Liver Pills, \$5c.

LYDIA E. PINKHAM MED. CO., LYNN, MASS.

ELY'S CREAM BALM when applied into the nos trils will be absorbed, effect ually cleansing the head of chatarrhal virus, causing HAY-FEVER inflamination, protects the membrane of the nasal passages from additional colds. completely heals the sores, and restores sense of taste

TRY THE CURE. A particle is applied into each nostril, and is agreeable. Price 50 cents at druggists; by mail, registered, 60 cents. ELY BROTHERS, 56 Warren street, New York.



STRICTLY FIRST CLASS **PULLMAN VESTIBULE** PASSENCER TRAINS NOW IN SERVICE BETWEEN

ST. LOUIS and NEW YORK VIA INDIANAPOLIS

ARE TRAIN "20" AND TRAIN "21"

OVER THE VANDALIA PENNSYLVANIA

> SHORT LINES.

8 10 a. m,.....ST. LOUIS ..... 7 30 p. m. 3 00 p. m. INDIANAPOLIS 12 45 p. m. 6 05 p. m ...... 9 30 a. m. 8 25 p. m..... COLUMBUS ...... 7 20 a. m. 2 20 a, m ....... PITTSBURGH ........ 1 10 a, m. 1 25 p. m ...... PHILADELPHIA ...... 4 25 p. m. 4 00 p. m ...... NEW YORK ..... 2 00 p. m.

THESE TRAINS Are equipped with coaches, Vestibule Parlor Smoking cars, Pullman Vestibule Dining cars, Pullman Vestibule Sleeping Cars and RUN SOLID between St. Louis and New York, via Indianapolis, carrying

first class passengers only. Address BRUNNER, Pennsylvania and Vandalia Lines, Indianapolis.

## MADE BY THE

are "Treated with Carbonate of Soda, Magnesia, Potash or Bloarbonate of Soda."

To partially supply the loss of natural flavor and color caused by this treatment, fragrant gums and dyes are used.

DR. Sidney Ringer, Professor of Medicine at University College, London, and Physician to the College Hospital, perhaps the greatest English authority on the action of drugs, states in his "Hand-book of Therapeutics" that "the sustained adminstration of alkalies and their carbonates renders the blood it is said, poorer in solids and in red corpuscles, and impairs the nutrition of the body." Of ammonia, carbonate of ammonia, and spirits of ammonia, he says: "These preparations have many properties in common with the alkaline, potash, and soda group. They possess a strong alkaline reaction, are freely soluble in water, have a high diffusion-power, and dissolve the animal textures. . . . If administered too long, they excite catarrh of the stomach and intestines."

For more than 100 Years the house of Walter Baker & Co. have made their Cocoa Preparations ABSOLUTELY PURE, using NO Patent Process, Alkalies or Dyes.

W. BAKER & CO., Dorchester, Mass.

## Good Until Used. That's the history of the worthless locks

with small keys that some people confuse with the "YALE." The genuine "YALE" lock, like genuine love, laughs at locksmiths, and stands the world over for the greatest convenience, the greatest strength, and the greatest security. Be sure you get the genuine, by being sure that the word "YALE" is stamped on every Key. Sold wherever locks sell.

The Weekly Journal, \$1 Per Annum and re-opened on Wednesday, April 13, 1892.

E. B. LIGGETT, Secretary.

LAWYERS.

Booms 15 and 16, No. 50 East Market Street.

Pupils instructed individually or in class.

BUSINESS DIRECTORY BUSINESS DIRECTORY BUSINESS DIRECTORY

SAWS AND MILL SUPPLIES. ATKINS E. C. & CO., Manufacturers and CUT, BAND, and all other Belting, Emery Wheels and CA WS BELTING and EMERY WHEELS,

W. B. Barry Saw & Supply Co., Nordyke & Marmon Co. [Estab. 1851.] Founders and Machinists Milland Elevator Builders, Indisnapolis, Ind. Roller Mills, Mill-Gearing. Belting. Bolting. cloth, Grain-cleaning Machinery, Middlings-purifiers, Portable Mills, etc., etc. Take street-cars for stock-yards.

MILL SUPPLIES AND OILS
Circular Sawa, Belting, Emery Wheels, Files, Wood
and Iron Pulleys, Oil Cups and Greases.
Telephone 1332. THE MILLER OIL CO.

OCCIDENTAL HOTEL, OCCIDENTAL HOTEL Best \$2-a-day house, and the most centrally located in the city. Diagonally opposite the Bates House. Patronage solicited. S. T. DOUTHIRT, Proprietor. Indianapolis, Ind.

ARCHITECTS. W.SCOTTMOOREARCHITECT.

Rooms 10 and 11. Blackford Block, southeast corner Washington and Meridian streets. Telephone 1308. THOS. A WINTERROWD. A LCHITECT,

SAFE DEPOSITS. SAFE-DEPOSIT VAULT

Absolute safety against Fire and Burglar. Finest and only Vault of the kind in the State. Policeman day and 1 ight on guard. Designed for the safe-keeping of Money, Bonds, Wills, Deeds, Abstracts, Silverplate, Jewels, and Valuable Trunks and Packages,

S. A. Fletcher & Co. Safe-Deposit. John S. Tarkington, Manager. ELECTRIC-LIGHT.

D. W. MARMON. C. C. PBRRY. MARMON-PERRY LIGHT CO., Electrical and

CIRCLE STREET, Next Water Co.'s Office.

OPTICIANS. LEO LANDO CULISTS PRESCRIPTIONS SPECIAL MARKET ST. MADE



DYE-HOUSES. BRILL'S STEAM DYE-WORKS 36 & 38 Mass. Ave. and 95 North Illinois street. Cleaning, Dyeing and Repairing. Only the best

Schoen Bros., - GENTS' CLOTHING RENOVATORS, Cincinnati Steam Dye-Works (estab. 1869), S. E. cor. Circle and Market, Franklin Bl'k, op. Journal. SMITH'S DYE WORKS 57 NORTH PENNSYLVANIA ST. Gents' clothing cleaned, dyed and repaired. Ladies' dresses cleaned and dyed.

OLD HATS MADE NEW. Silk Hats blocked in latest style, Soft and Stiff Hats Dyed at 15 VANCE BLOCK. TOOL MANUFACTORY,

THE DUTHIE & DACCETT TOOL MANUFACTURING CO. FINE TOOLS, PUNCHES, DIES,
SPECIAL MACHINERY
and SMALL GEARING. All Kinds

Electrical Machinery Made and Repaired. 193 and 195 South Meridian St. SPECIAL ATTENTION TO FINE TEMPERING W. E. DUTHIE, Manager, W. H. DAGGETT, See'y and Treas. Telephone 367. | INDIANAPOLIS, IND.

TANK LINES. Tank Line Co. SPECIALIST.



READ FOR YOURSELF. been a sufferer from atrophic, or dry catarrh, producing rearing of the ears, watery eyes with par-tial blindness, entire loss of the sense of smell and taste for over four years; thickening of the mem-brane of one nos:ril and wasting away of the other; impure breath, etc. Treated ninety days and is permanently cured, having recovered from all the foregoing bad symptoms and conditions. (Mr. Hall is connected with the well-known Shover & Dick-J. A. WILLIAMS, M. D., Head, Throat, Lungs.
Far. Stemach, Blood, etc., Catarra, Throat Diseases, Asthma. Bronchitis and Consumption, by
the most improved system of inhalation, rarefled and
compressed air, and other appliances, that bring the remedies into direct contact with the disease. The only treatment that has ever cured a single case. Consultation free. Write for list of questions and circulars. Office, 80½ North Pennsylvania street, Indianapolis, Ind.

FISH AND GAME. SEND YOUR ORDERS TO ED. G. BOOZ. 246 South Meridian street For Gysters and Fish.

COAL AND WOOD, WOOD, COAL AND KINDLING. Saies and Heavy Machinery Transferred. An work promptly attended to. Telephone 356.
WEBB, JAMISON & CO., 222 South Meridian St.

COPPERSMITH.

ALL KINDS OF COPPER WORK

WM. LANGSENKAMP. Corner of Delaware and Georgia streets. Pittsburg, Cincinnati, Chicago & St. Louis R. W. Co

PITTSBURG, March 11, 1892. The annual meeting of the stockholders of the Pittsburg, Cincinnati, Chicago & St. Louis Railway Pitisburg, Cincinnati, Chicago & St. Louis Railway Company will be held at the principal office of said Company, Fern avenue and Tenth street, Pittsburg, Pa., on Tuesday, April 12, 1892, at 11 o'clock a. m., for the purpose of receiving the annual report for 1891, the election of three directors to succeed a like number, whose term of service expires on that day, and the transaction of such other business as may properly come before the meeting. The transfer books will be closed on Wednesday, March 23,

DR. E. R. LEWIS. 257 North Delaware street. Telephone 1229. Practice limited to diseases of the THROAT AND NOSE. DR. J. J. GARVER,

Office—126 North Meridian Street.

Residence—860 North Pennsylvania Street.

Office Hours—8 to 10 a. m., 1:30 to 3 p. m., 7 to 9 p. m.

Telephone 480.

DR. C. S. BOYNTON.

OFFICE AND RESIDENCE-163 North New
Jersey street. Tel. 193. Office Hours-3 to 9 a. m.;
1 to 2, and 7 to 8 p. m. Medicine turnished, and ali
calls answered, day or night. W. B. CLARKE, M. D.,

HOMEOPATHIC PHYSICIAN,
7 Mansur Block, corner Washington and Alabama
streets. Telephone 571.
Residence—188 Blackford street, near Military Park.
Specialty: Diseases of Children. DR J. A. SUTCLIFFE, SURGEON. Office, 95 East Market Street. Hours, 9 to 19 a. 2 to 3 p. m. Sundays excepted. Telephone 941 DR. ADOLPH BLITZ.

EYE. EAR AND THEOAT DISEASES. DR. BRAYTON. OFFICE-102 North Meridian st., from 25, 4 p. n. RESIDENCE-808 East Washington at House telephone 1279.

DR. J. E. ANDERSON, SPECIALIST. Chronic Diseases and Diseases of Women. 1 and 2 Grand Opera-house Block. DR. E. HADLEY. Office, 136 North Residence, 270 N. Delaware St. Office hours, 8 to 3 a. m.; 2 to 3 p. m.; 7 to 8 p. m. Office telephone, 832. House telephone, day, 1215. Dr. SARAH STOCKTON,

227 North Delaware Street.

RESIDENCE—33 West Vermont street.
OFFICE—369 South Meridian street.
Office Hours: 9 to 10 a. m., 2 to 4 p. m., 7 t DR. D. M. PURMAN, Office 186 Fort Wayne Avenue.

SANITARIUM 166 ASH ST Diseases of the Nervous System. DR. A. W. FISHER, 2412 EAST OHIO STREET. SPECIALTY—Piles, and all Diseases of the Rectum.
Office Days: Thursday, Friday and Saturday, from
8 to 11:30 a.m., 1 to 4 p.m. Sunday—From 2 to 4 p.m. H. S. CUNNINGHAM, C. M., M. D.

Office and residence No. 354 S. Meridian st., Indian-apolis, Ind. Office hours, 7 to 3 a. m., 12 to 2 p. m., 7 to 3 p. m. Telephone No. 1319. DR. J. H. OLIVER. Office-124 North Meridian st. Office Hours-9:30 to 10:30 a. m.; 2 to 4 and 7 to 8 p. m. Telephone

DR. WESLEY ROBBINS, iseases of Women and Chronic Diseases by Electricity 65 Indiana Avenue. PENSIONS. PENSIONS FITZGFRALD & VAJEN U. S. Pension Claim Agency Established twenty-five years. Prompt attention given all claims. Copy of the new law mailed free. Address or call Boom 7, Jour PENSIONS nal Building.

Wm. H. Corbaley,
ATTORNEY and U. S. CLAIM AGENT, Room 43
Vance Block. Thirty years' experience. Corre
spondence solicited. Send stamp for reply. No fee
unless successful. A LL CLAIMS FOR PENSION, increase of Pen-A sion, Bounty, or any other War Claims, collected on the shortest possible time. Give us a call, MOORE & THORNTON, U. S. Claim Attorneys, 7712 East-Market street.

STEEL-RIBBON LAWN FENCE. PRICES REDUCED! Champion Iron and Steel-Ribbon Lawn Fence. Wrought-Iron Fences and Gates, Iron Fence-Posta. ELLI- & HELFENBERGER, 176 South Pennsyl-

REMOVAL. REMOVAL.

THE CAMEL SHOE STORE Removed to 130 and 132 MASSACHUSETTS AVE.

Prices reduced almost one-half. Ladies' Rubbers, all sizes, 17c. Come and see us. It will pay you.

130 and 132 MASSACHUSETTS AVE. LITHOGRAPHING

INDIANAPOLIS LITHO. CO. Cards, I etter and Bill Heads, Labeis, Invitations, Plates, etc. First-class work. Call for samples. MANDOLINS AND GUITARS. G. A. SICKFORD & CO.,

6 INDIANA AVENUE,

Manufacturers of Mandolins and Guitars. Hepairing a specialty. Sold on easy payments. JOB PRINTING. Cheap Printing. HENRY S. BLANDFORD & CO., 13912 West Washington street, opposite State house INVITATION CARDS,

37 West Market street. Pamphlets and all kinds of Job Printing At INDIANAPOLIS PRINTING CO. . G Correspondence solicited.
37 & 39 VIRGINIA AVENUE. MILLER PRINTING COMPANY Removed from 32 Circle to 72 N. Delaware Street,



ington streets.

SUPPLIES. Machines Rented. WYCKOFF, SEAMANS & BENEDICT, Tel. 451, Indianapolis House: 34 East Market St. UPPER FACTORY.

- Upper Factory

Have your worn-out Gores replaced in Congress Shoes for 75c, at T. D. CHANDLER'S Upper Fac-ory, Reem 13, Yohn Block. LUMBER. N. F. DALTON & CO., Dealers in Lumber, Sash, Doors, Blinds Shingles, Lath, Fence Posts, etc., South Noble and East Wash-

CIGARS, STATIONERY, ETC. GRAND HOTEL LOBBY. FINE CIGARS. Box trade a specialty. Station ery, Books and Magazines. C. WM. KRIEL. BRASS FOUNDRY AND FINISHING SHOP.

PIONEER BRASS WORKS. Mirs. and dealers in all kinds of Brass Goods, heavy and light Castings. (ar Bearings a specialty. Repair and job work promptly attended to. 110 & 116 bouth Pennsylvania street. Tel. 618. STOVES AND HEATERS.

Indianapolis Stove Company, Manufacturers of Stoves and Hollow-Ware, 85 and 87 South Meridian Street.

MEAT MARKET, CHAS. AISENBREY Has removed his MEAT MARKET to 25 Virginia svenue, where he keeps a full stock of Fresh and Salt Meats and Sausages Of all kinds.

FELIX BANOWSKI, 47 SOUTH DELAWARE ST. all kinds of Fresh and Salt Meats. Sausages fresh every day. LAWYERS.

G. W. MCDONALD J. M. CROPSEY. CROPSEY & McDONALD,

ABSTRACTS OF TITLES. THEODORE STEIN. Successor to Wm. C. Anderson.

ABSTRACTER OF TITLES 86 East Market Street. ELLIOTT & BUTLER. Hartford Block, 84 East Market 34 ABSTRACTS OF TITLES.

HOTELS. THE BRUNSWICK HOTEL, Is quiet and home-like. Hates \$1.50 to \$2 per day. Pennsylvania street cars run within few rods of the hotel. First-class accommodations.

Remodeled and Refurnished. Rates \$2.00 Per Day. East side of new Union Station, Indianapolis. DENTISTS.

MARY C. LLOYD, DENTIST Room 19, over Fletcher's Bank, opp. New York Store.

\$5 for FULL SET TEETH Extracted without pain at EARHART'S.

T. H. DAVIDSON, Dentist, REMOVED TO Marion Block, N. W. Cor. Ohio and Meridian Sta. --- ROOMS 9 AND 10,---Crown and Bridge Work a Specialty. Office Hours, 8 a. m. to 6 p. m. Elevator. PUMPS AND WELL SUPPLIES.

Comstock & Coonse. Wood, Chain and Wooden Force Pumps Deslers in Iron Pipe, Driven-well Points and all Driven-well Supplies, 197 and 199 S. Meridian et. REGISTERED WAREHOUSE. REGISTERED WAREHOUSE

Nos. 265, 267 and 269 SOUTH PENNSYLVANIA ST. On tracks of Pennsylvania line. low-rate insurance. Facilities unsurpassed. Careful attention given to orders. Inquire F. S. FISHBACK, 89 South Meridian steect. Telephone 1273. Warehouse telephone, 1342.

STORACE. THE LICKSON STURAGE AND TRANSFER COMPANY'S (registered) Wazehouse, corner East Ohio and Bee-Line tracks, Telephone 725. Branch Omce, 36 West Maryland street.

COLLECTING AGENCY. Dealers and others, having to make, advi ed to try the National Collecting Agency, 10 Vance Block, Indianapolis, Ind. UNION CREDIT COMPANY, 54 Vance Block, Indianapolis, Ind.

City and all parts of the United States and Oanada by special methods. Einancial Agents. Notes and other Claims Bought and Sold. Correspondence solicited. Telephone 714. J. H. SMITH & CO., 36 WEST WASHINGTON ST.

Mercantile collections, fereign and local. Tel. 1382 MATTRESSES,

MATTRESSES Manufactured. Upholstering done and Furniture repaired and varnished. Furniture packed for ship ping. L. T. APPLE, 46 & 48 Mess. avenue. MANUFACTURING JEWELER. GEO. G. DYER, Manufacturing Jeweler, ROOM 26, OLD SENTINEL BUILDING.

Watch Repairing. Engraving. Diamond Mountings made to order. Particular attention given to repairing Jowelry, Music Boxes and all branches of the Trade. Original designs for Badges. BERTERMANN BROS., 37-43 MASSACHUSETTS AVE.,
Opposite Fire Department Headquarters. Cut-flower
Houses east of city. All orders filled to satisfaction FRANK SAAK, FLORIST, 124 EAST ST. JOSEPH ST. Decorations, funeral designs and cut flowers. Tel

INSURANCE. McGilliard & Dark. Oldest and Largest Fire Insurance General Agence in Indianapolis. Office—Thorpe Block, 83 and 8 East Market street.

BOOK-BINDING. C. A. SCHNABEL, BOOK - BINDER,
Southwest Cor. Pennsylvania and Market Streets,
Indianapolis, Ind. Einder to the Public Library. NICKEL-PLATING.

American Nickel - Plating Co., 120 SOUTH PENNSYLVANIA ST. CF All work first-class. INDIANAPOLIS, IND. BUTTER. N. B. GROFF, Agt. for J. J. Murray & Co., manu facturers of Blue Grass DAIRY BUTTERINE The finest medium-priced Butterine made. Put up in 20 and 40-pound packages expressly for hotels and restaurants. Wholesale and retail. 87 North Delaware street. Telephone 1320.

SEALS AND STENCILS. GEO. J. MAYER. SEALS, STENCILS, STAMPS, ETC. 15 South Meridian street, Indianapolis, Ind. Seal

Renihan, Long & Hedges, -UNDERTAKERS-27 & 29 East Market Street Telephone, 115. MODEL FENCE CO.

UNDERTAKERS.

THE MODEL FENCE COMPANY Before contracting for fence, Good, live dealers and agents wanted for the best-selling Lawn Fence on the market. Satisfaction goaranteed, Prices within reach of all. Address MODEL FENCE CO., as East South street. HACKS AND LIVERY.

- SEE --

HACKS AND LIVERY For all purposes, at any hour of the day or night

WOOD'S STABLE. PLANING MILLS.

NEW PLANING MILL, 166 to 174 South New Jersey strest. E. H. ELDRIDGE & CO. Call kinds of house-finish Lumber. Shingles, ats

BICYCLE REPAIR-WORKS. RYAN BBOS., Bicycle and General Repair Works, Bicycles a speciaity. Repairs on short notice. Work gustanteed. Prices moderate. 26 WEST MARYLAND STREET, Opposite Grand Rotel.

CIGARS. - SMOKE THE -HAMBLETONIAN BEST 10C CIGAR IN THE COUNTRY. They are manufactured of fine Vuelta Havana, and are of a high natural dayor. Come soon.

EDUCATIONAL. Pre-Eminently the Leading Commercial and Short-Book-keeping, Fusiness Practice, Penmanship Shorthand, Typewriting, English Branches, Telegraphy, Office raining, etc. Day and evening sessions throughout they ear. Large and strong faculty.

SITUATIONS INSURED EVERY GRADUATE. For full particulars address L. A. DUTHIE, Principal. MRS. MAY CABLE'S

- PRIVATE -Short-Hand and Type-Writing School